

## NEW ENGLAND REVISITED

Last October we had another quick trip to Cape Cod, in the course of which we were able to take in a few more of the sights of New England. A day in Boston let us visit the Boston Museum of Fine Arts, which has three rooms of marine material. The Boucher rigged model of FLYING CLOUD is one of the features of this collection, which is noteworthy for having three Donald McKay half models, the largest number now existing in one place.

The GREAT REPUBLIC model that was taken to Germany by McKay's daughter Mary Albania is one of these, having been willed by her to the Museum in 1932, and the others are WASHINGTON IRVING of 1845 and ROMANCE OF THE SEAS of 1853. There is also a half model of the SAMUEL RUSSELL of 1847.

At Cambridge, we visited the Department of Naval Architecture at Massachusetts Institute of Technology. VAdm E.A. Cochrane USN(Ret), who is now head of the department, showed us around. We were interested to see that model making is still part of the curriculum here, and that students are taught to work out the plating of a hull on a three-dimensional surface rather than try to project it on paper.

Around the walls of the classrooms are a great many builders' models, particularly of recent tankers, colliers, warships, yachts, and types of small power craft whose designs are not commonly encountered. An effort has been made to provide suitable identification of each, with a photograph of the completed vessel.

There is also a small public display of rigged models, while in a basement storeroom are a large number of items, from the A.H. Clark collection and other sources. We noticed a number of builders' models of Henry Hastings' ships, including the NOONDAY, whose bell is in the de Young Museum at San Francisco and whose name is on a pinnacle rock off the Farallones, and a mounted half model of the British tea clipper SERICA. It is to be hoped that this stored material can soon be made available to the public.

The State Street Trust Company was closed for Saturday, but on a building nearby at 60 State we found a tablet setting forth that the premises were occupied from 1833 to 1877 by the firm founded by Thatcher

Magoun (1775-1856), a shipowner.

On Sunday we went again to the New Bedford Whaling Museum, and took a census of its half models. Around the LAGODA in the Bourne wing are: ship HORATIO, built Port Jefferson N.Y. 1877 by J.M. Bayles & Son; bark JONATHAN BOURNE, built Bath 1877 by Goss & Sawyer; bark WM. BAYLIES, built Bath 1886 by New Eng. S.B. Co.; bark SUNBEAM, built Rochester, Mass., 1856 by Holmes; an unnamed vessel of about 1850; bark ATLANTIC, New Bedford 1851; unnamed around 1865; COURSER, New Bedford 1855; a third unnamed c. 1850; ship ABRAHAM H. HOWLAND, New Bedford 1845; ship NAPOLEON, Rochester 1838 (model made with vertical sections); and schooner CARRIE D. KNOWLES, Essex, Mass., 1887 by John James.

On the balcony are a hawksnest model of schooner TACCAO, New Bedford 1849; and an unnamed schooner of about 1875.

In the basement, beside 6 or 7 beyond reading distance, are CHARLES A. COOK; ELSIE ORNE; and FLEETWING, bark built at Port Jefferson by Bayles in 1877.

At Woods Hole we visited Norman T. Allen, who owns several half models and an interesting collection of early navigational instruments. He gave us some information on the Pacific Guano Co., which once had a plant at Woods Hole. Originally the firm marketed Peruvian guano, and later imported it from Baker Island in the Pacific; but their Woods Hole operations were based on guano dug at Navassa Island in the Caribbean, combined with local menhaden and with phosphate rock imported from Carolina, where it was once gathered as alluvial pebbles in river bottoms. Too far from its markets, the firm went bankrupt years ago.

## CONTENTS OF THIS ISSUE

## MORE ON NATIONAL LISTS

OF MERCHANT VESSELS.....	112
SHIPBUILDERS OF HUMBOLDT BAY VI...	113
BOOK REVIEWS.....	114
CURRENT BIBLIOGRAPHY.....	115
SAILING SHIP NEWS.....	116
FIVE- and SIX-MASTED BARKENTINES..	117
THUMBNAILED HISTORIES OF EAST COAST	
FOUR-MASTED SCHOONERS. II...	118
SAILING SHIPS LAUNCHED IN THE	
UNITED KINGDOM, 1895-1897..	120



## MORE ON NATIONAL LISTS OF MERCHANT VESSELS

In November LOG CHIPS the character and contents of "Merchant Vessels of the U.S." was described in some detail. Our use of "present" embraced only the 1946 volume, the latest then available to us. Commencing with 1947, we now note that tables of distances between world ports and all lists of government vessels have been dropped, and the book size reduced to 10 $\frac{1}{2}$ " x 8". In other respects the tabulation on p.101 still holds good.

We mentioned that one of the early titles of the work was "Mercantile Navy List of the United States", and this title clearly shows the influence of the British "Mercantile Navy List", which may be regarded as its parent.

The "Mercantile Navy List" in turn was a step-child of the "Navy List", which is primarily a list of officers of the Royal Navy, giving their duty stations. The "Mercantile Navy List" was established as a result of an Order in Council of the Lords of the Committee of Privy Council for Trade, published 19 August 1845, requiring that masters and mates of British merchant vessels obtain certificates of qualification.

The "Mercantile Navy List" at first was an annual list of such officers, together with a list of registered steamers and with notices and regulations that their Lordships wished to bring to the attention of mariners.

The Merchant Shipping Act of 1854 provided for the assignment of official numbers to British registered vessels, from and after 1 May 1855, and J.H.Brown, Registrar of Seamen, was quick to point out that the official number offered an opportunity for easy identification of vessels by signal. A committee with Adm.F. W.Beechey as chairman was therefore appointed by the Board of Trade to look into the matter of a proper signal code.

The report, delivered 24 Sept. 1856, gave us the International Code of Signals. With two extensive revisions (1897 and 1951), this is the code used today.

As far as ship identification is concerned, the significant feature of the 1856 code is the use of four flag hoists instead of the direct expression of five- or six-digit numbers. This was brought about by using 18 different flags, identified by consonants of the alphabet (vowels were left out to avoid spelling rude four-letter words), instead of the 10 flags that a simple numerical code

would have required. Four-flag hoists with 18 different flags and no repetition permute to 73,440 combinations, which was felt to be an adequate total. (The International Code now has 26 letters, 10 numbers, and 3 repeaters).

Meanwhile, on 27 March 1856, Brown recommended that vessels should be listed against their official numbers in the "Mercantile Navy List", and although we have not yet seen the actual copies, we believe that the 1857 issue of the list did contain the names of British registered vessels, giving signal letters, official number, register tonnage, and hailing port. Certainly this information is in the 1858 issue.

The Code Book, first published in April 1857, has always been confined to a general vocabulary, leaving ship identification to the other book.

Foreign vessels could be included in the "Mercantile Navy List" for a small fee, and thus early issues have an international flavor. Later the place and year of building of vessels, the port and year of registry, material, horsepower, and the name of principal or managing owner were added, while the lists of certificated officers dropped out. Current issues have separate listings of steam, motor, and sailing vessels. The last pre-War II issue was 1940, and the first post-war issue 1947, with 1949 promised next.

"Mercantile Navy List" is the standard source for identifying British merchant ships, just as "Merchant Vessels of the U. S." is for American craft.

Although "Mercantile Navy List" includes Canadian registered vessels, Canada began to publish her own list not long after the United States began one. The earliest that we have seen is "List of vessels on the registry books of the Dominion of Canada", a supplement to the 1873 annual report of the Department of Marine & Fisheries. It has very complete information, giving official number, name, rig, year and place built, whether steam or sail, registered dimensions, net tonnage, name of owner, and "remarks" (which frequently include insurance class).

The 1874 report is similar, but gives also a list of vessels built in 1873, including builders' names, and a list of wrecks and casualties. The next list apparently was that of 1877, and now the vessels are together in one alphabet instead of being first broken down by home port.

Thereafter until 1901 the list was issued triennially, 1901 being the 11th;



since that year it has been an annual. It has been bilingual (French and English) since 1886. Since 1936 the title has been "List of Shipping, issued by the Department of Transport".

In Germany there was issued annually from 1871 to 1876 an "Alphabetisches Verzeichnis für die deutsche Handelsmarine", which was succeeded in 1877 by the "Handbuch für die deutsche Handelsmarine", published by the Reichsamt des Innern.

The 1912 issue, probably typical of most, gives under separate alphabetical tabulations for sail and steam the signal letters, name, home port, rig (for sail), gross and net tonnages in Moorsom and metric units, year and place built, material, name of owner and of master, and number of crew. Steamers give also the length of engine-room, type and horsepower of engines, and number of boilers. Former names, builders' names, and dimensions are significant omissions. We do not know the history of this work since World War II.

A similar Japanese work is "List of Merchant Steam Vessels of Japan (including in 1936 separate lists for Formosa, Korea, and Manchuria), published at Tokyo by Teikoku Kaiji Kyokai. It lists all steamers over 100 gross tons, giving official number, signal letters, name (but not former names), material, gross and net tonnages, dimensions in meters, draft in feet, year built (but not place or builder), home port and owner. We have seen only the 1936 issue of this work, and do not know its history.

Most other maritime countries have issued similar lists of their vessels in one form or another. For example, we have seen an official Chilean list that included a photograph of each vessel; something that could be attempted only in a country with a relatively small merchant fleet.

We would appreciate hearing from readers with knowledge of such lists for countries not mentioned above, and we will publish any data received in future issues of LOG CHIPS. Meanwhile, we have in progress a survey of classification society lists or registers, starting with Lloyds.

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WANTED TO SWAP--"Merchant Vessels of the U.S.", 1931, 1944 Res., 1945 Conf., or 1946, for earlier issues. Write LOG CHIPS.

## THE SHIPBUILDERS OF HUMBOLDT BAY -- VI HAMMOND LUMBER COMPANY

The Hammond Lumber Company was a concern manufacturing redwood lumber on Humboldt Bay, founded by A.B. Hammond, whose biography may be found in "Who Was Who in America". As already noted (LC p89) this company leased for a time the Bendixsen yard at Fairhaven, building steam schooners for its own account.

The principal Hammond mills are located at Samoa, two miles north of Fairhaven on the sandspit between Humboldt Bay and the Pacific Ocean, and here in 1909 was built the second ANTELOPE, a stern-wheel ferry of 160 tons, which doubtless was fitted with the machinery and joiner-work of the first ANTELOPE of 1888, whose hull had been built by Peter Matthews (LC p.39).

After the Bendixsen yard was sold to the Rolph interests, Hammond laid out a new yard at Samoa, and in the summer of 1917 commenced work on a contract for seven Ferris type steamer hulls for the Emergency Fleet Corporation. Of these BLOOMINGTON, KEOTA, and SARIS were completed in 1918, DARRAH was delivered early in 1919, ACHORA and AMATA were left in 1919 as incomplete hulls, and APAMA, launched in 1919, was rigged at San Francisco in 1920 as the six-masted barkentine ALICIA HAVISIDE.

## THE FAYS

One of the first vessels built on Humboldt Bay was the PHOEBE FAY, a 49-ton schooner launched in 1854 (1864 by some accounts) by some pioneer settlers named Fay. She was lost in April 1883.

The name Fay continued through the years in association with small Humboldt Bay vessels. The TOLEDO of 1904 (LC p89) was owned by Adolphus Fay, and may actually have been built by him; A. Fay is also listed as the builder of the stern-wheeler WEITCHPEC, 150 tons, at Fairhaven in 1904.

## OTHERS

There are still a handful of names of Humboldt Bay vessels that we have not yet mentioned; but they are little more than names.

An 86-ton schooner named ALCYONE is said to have been built at Humboldt in 1862 by S. Gilman. We know nothing more of man or vessel. Then there was a 54-ton schooner PORPOISE of 1866, and a 67-ton INA of 1883. Finally a 50-ton NO NAME was said to have been built for Tahitian owners.



## BOOK REVIEWS

CHAPELLE, Howard I., "The History of the American Sailing Navy; the Ships and Their Development"; 558 pp; 16 pl; 32 folding plans; 155 fig; New York, W.W. Norton & Co, 1949; price \$10.00.

It goes without saying that a book by Chapelle on this subject would be the last word on the development of sailing men-of-war in the United States Navy. A companion volume to his "History of American Sailing Ships", the book covers its specialized topic thoroughly from colonial times to 1855, and by using a smaller type face gets in considerably more text information.

Our only criticisms of this work are that it is a little weak on the topic of ordnance, the development of which has been closely associated with the development of vessel design, and that it is slanted too far toward the interests of modelmakers. Thus there is little information given on the interior arrangements of ships, and practically nothing on the theoretical side of naval architecture. Chapelle, a naval architect himself, apparently has felt that his readers are not qualified to understand the technicalities of his profession.

VILLIERS, Alan, "The Set of the Sails; the Story of a Cape Horn Seaman"; 292 pp; 32 pp. of photographs; New York, Charles Scribners Sons, 1949; price \$3.75.

This is Villiers' autobiography, describing in detail the voyages he had not previously written up, and giving the background of those he has. Only his World War II experiences are now missing, and we can assume that a book on these is now in preparation. Curiously, though, there is no mention of the little brigantine which he was reported as building just before the war, by the yachting press.

Villiers is a more accurate reporter than Basil Lubbock and an adventurer without the publicity-seeking angle that characterized Richard Halliburton. As a master of the English language he is in a class with John Masefield and H.M. Tomlinson. "Set of the Sails", like a dozen of his other books, belongs in every nautical library. (The dozen? -- "Sea in Ships", "Falmouth for Orders", "Vanished Fleets", "Sea Dogs of Today", "Coral Sea", "Grain Race", "By Way of Cape Horn", "Sons of Sinbad", "Cruise of

the Conrad", "Last of the Wind Ships", "Whaling in the Frozen South", and the war book not yet written.)

BLUSSE VAN OUD-ALBLAS, A., "De Geschiedenis van het Clipperschip in Noord-Amerika, Engeland en Nederland"; 183 pp; 111; Amsterdam, J.H.de Bussy, 1949.

It is noteworthy that Mr. Blusse van Oud-Alblas finds it necessary to commence his study with the ships of Colonial America, in view of recent British claims that the clipper type was "invented" in Aberdeen in 1839. This book is only a secondary authority, having been drawn for the most part from familiar sources; the Dutch material, however, will be of interest to readers outside the Netherlands.

On p.66 appears the sail plan of the three-masted schooner FLYING FISH, which Chapelle reconstructed for "Baltimore Clipper" and made several mistakes in so doing; the correct plan is in the Admiralty archives, but so far has never been published.

There are a bibliography and an index, and an appendix lists all Netherlands-owned clipper ships and barks.

WORCESTER, G.R.G., "The Junks and Sampans of the Yangtze. Volume II: The Craft of the Lower and Middle Yangtze and Tributaries", xvi and pp.247-506; pl.84-199; figs. 18-32; Shanghai, Chinese Maritime Customs, 1948.

Volume I of this work was reviewed on p.27 of LOG CHIPS. Volume II continues the exhaustive descriptions of native Chinese craft. As usual, Worcester includes a great deal of miscellaneous information, such as a description of the implements used in rice culture, but there is also included in this volume a description of the lorcha, a type showing European influence.

MARCH, Edgar J., "Spritsail Barges of the Thames and Medway", 304 pp; 30 fig; 129 pl; 3 plans; London, Percival Marshall, 1948; price 30 shillings.

Although practically every author has touched on Thames barges when dealing with sailing craft of the world, this book contains a great deal of new information on the type. It covers not only the spritsail rigged type with small mizzen -- the familiar "stumpy" or river barge -- but



also coasting barges, which range upward from mulies, which have a gaff mizzen inboard, through boomies, which are ketch rigged, to topsail schooners and barkentines. These latter are distinguishable as barges by their flat bottoms, chine bilges, and leeboards.

There is a good deal of information on the environment in which barges were built, and the Thames and Medway barge races are fully reported. Details suitable for model makers are described, and specifications for a typical barge are included. No attempt is made to provide a register of names of barges, a task almost impossible on account of their large numbers -- there were still 1496 of them afloat in 1920.

The plans for the most part have been given a reduction too great for the stock they are printed on; but since the publishers list blue prints for sale at the scale of 1/48 this is not too serious.

LACROIX, Louis, *Capitaine au long-cours, "Les Derniers Cap-Horniers Français aux Voyages de Nickel, de Salpêtre et du Pacifique"*; xii & 411 pp; ill; 3 folding charts; color plate of houseflags; Lucon, Imprimerie S. Pacteau, 1948.

Capt. Lacroix has taken for himself the task of recording the history of sail in the French merchant marine since 1800. He has chosen a merchant marine of just about the right size to be handled by one man. This, his seventh book, completes the story of the French steel sailing ships since 1890, which was begun in 1937 in "Les Derniers Grands Voiliers". That book was limited to vessels owned on the Loire, while "Cap-Horniers" takes up those of Dunkirk, Rouen, Bordeaux, Harre and Marseille.

Bordeaux, of course, means the nitrate fleet of A.D. Bordes, whose history is given here in much greater detail than in Lubbock's "Nitrate Clippers". The nickel ore trade and the San Francisco wheat trade are also covered. An interesting chapter concerns the early sailing tankers, of which there were five owned in France.

Another chapter, which only a Frenchman could write, is "Les femmes de marins a bord et a terre", which starts with the couplet:

"Femme de marin,  
C'est vie de chagrin."

Captain Lacroix's works are available from the author at La Bernerie-en-Retz, Loire-Inferieure, France.

MORGAN, D.W., "Brief Glory; the Story of a Quest", xx & 209 pp; 91 pl; map on end paper; Liverpool, Hugh Evans & Sons, 1948; price 15 shillings.

In reviewing "Immortal Sails" (LC p.27) we complained that too little attention was paid to the building and operating of the vessels treated. "Brief Glory" makes up for that lack. Its "quest" is the search of the author, who is a clergyman, novelist, playwright, and the son of a shipmaster of Aberdovey, for information on the vessels that his ancestors were interested in.

Aberdovey is a good deal older as a port than Port Madoc, and Morgan has sketched its development since Roman times. Lead-mining in the region once supplied many cargoes, and slate was also quarried. Many Aberdovey vessels worked part time in bringing city goods to their home port and the rest of the time tramping around the coasts of England and Scotland.

Welsh seems to be the author's native tongue, and two expressions that he uses in English deserve further study. He calls anything that floats a "ship", regardless of rig, rather than a "vessel" or "craft"; and he says "in coal" rather than "with coal" in referring to a cargo. In English, "in" is used only with "ballast", and it would be interesting to know if "in cargo" is good usage in Wales.

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#### CURRENT BIBLIOGRAPHY

CARROLL, Edward, "Steam yachts and the men and women who owned them", *Yachting*, pp.25-28, 84-86; ill; December 1949.

FRANCO, A.Bento, "Breves notas sobre antigos barcos da Ericeira", *Boletim de Pesca*, no.24, pp.27-36, September 1949. Ill. with photographs of models of "barco", "rasca", "caique", "bote", "focino de porco", "focinhada", and "lancha".

QUINCY YACHT CLUB, "A brief history of the Quincy Yacht Club", 125 pp; ill; Quincy, Mass., 1949. Its 75th anniversary.

SCHMIDT, Fred, "Auf Biegen oder Brechen; unter Segeln zum Gold am Sacramento", *Der Weg* (Buenos Aires), v.11, pp.923-929, November 1949.

SPENGE-MANN, Friedrich, "Sonderbare Seefahrt", 99 pp; ill; Bremen, n.d.(c. 1949). Marine "believe-it-or-nots."

SPENGE-MANN, Friedrich, "Bremen; Segelschiffe die einst nach ihrem Heimat-hafen 'Bremen' benannt wurden", 67 pp; ill; Bremen, n.d.(c.1949). Sailing vessels named for Bremen.



## SAILING SHIP NEWS

Adelaide hulks. The following sailing vessel hulls are reported still serving in the Australian port: LOCH TAY (1869), CUMBERIAN (1879), ALBA (1867) ex ALBANY, CANDIDA (1875), and MERION (1880) ex COUNTY OF MERIONETH.

CAP PILAR, Br.bktn. Nov.1949 towed to a breakup yard in Essex, Eng.; for sale there.

CITY OF NEW YORK, Can.aux.3m.sch. 2 Dec. 1949 arr Kingston, Ja., from Halifax with heavy weather damage. Has since sailed for Bahamas.

DANMARK, Dan.aux.tr.ship. 3 Oct.1949 arr Madag; sailed 8th; 14th arr Teneriffe; 19th sailed; 25th arr St.Vincent CVI; 31st sailed; 2 Dec.arr St.Thomas VI; 8 Dec.sailed for St.John VI.

ERNESTINA, Port.aux.sch. 7 Aug.1949 arr Providence RI 85d Brava via Fogo, Praia, and Dakar 16 June; 5 pass; 12 csks tobacco. 16 Nov.sailed from Providence in company MADALAN.

FALLS OF CLYDE, Am.barge (ex 4m.bk). Now stationed at Ketchikan as marine oil depot. Recently docked Prince Rupert, B.C.

FANTOME II, Aux.bark yacht. Built Nantes 1896 as BELEM. Now for sale for \$39,400 at Cowes.

FORESTER, Am.4m.sch. Now beached at Martinez, California. Capt.Otto A. Daeweritz, her long-time master and last owner, died aboard her 26 Dec.1947, aged 82. He willed the vessel to a niece in the British zone of Germany, thereby creating a complicated legal problem.

FOZ DO DOURO, Port.M/S (ex 4m.bk ABRAHAM RYDBERG). Lost head off figurehead and suffered slight bow damage in collision with Hond.ss ROSARIO at New Orleans, January 1950.

IMPLACABLE, Br.tr.hulk (built France 1800 and captured at Trafalgar). Scuttled as beyond repair off Isle of Wight, 3 Dec.1949. Stern galleries to serve as doorway at National Maritime Museum, Greenwich.

MACQUARIE, Austr.hulk. This former iron wool clipper is now a coaling plant at Sydney, NSW.

MADALAN, Port.bgn. 16 Nov.sailed Providence, R.I., for Cape Verdes.

FAMER, Finn.4m.bk. For sale at Penarth for \$84,000. So is PASSAT.

POMMERN, Finn.4m.bk. For sale at Mariehamn for \$42,000.

RUSSIAN SAILERS. The aux.schrs. TREPANG, PERIMUTR, and CHIKA left Plymouth on

17 November and turned up at St.Thomas VI in late December; TREPANG arr Cristobal 29 Dec.1949.

SAMAR, Am.hulk (ex 4m.sch). Her Los Angeles owners are replacing her with an ex Navy tug, and her future is uncertain.

VIKING, Finn.4m.Bk. For sale at Antwerp for \$84,000.

WINTERHUDE, bark. Recently reported towed to Hamburg from Kiel for scrap.

(Thanks to Harold Huycke, Giles M.S.Tod, and R.H.I.Goddard Jr.for items in the above.)

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## NEWS OF NAVAL HISTORICAL FOUNDATION

Fleet Admiral William D. Leahy USN was elected president of the Foundation for a three-year term last fall, succeeding Fleet Admiral Ernest J. King.

Work is progressing on the conversion of Mrs.Truxton Beale's carriage house, off Lafayette Square in Washington, which is to be opened in March as the Truxton-Decatur Museum. We walked by the place a few days ago, and although work is proceeding slowly, it appears that the March deadline will be met. The spot is close to the White House and Blair House, and so will be handy for tourists.

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## PUGET SOUND MARITIME HISTORICAL SOCIETY PRESENTED WITH TUG

Last September the Puget Sound Maritime Historical Society received the salvage tug CHEAKAMUS as a gift from Mr. Arthur Foss of the Foss Tug & Launch Co. The intention was to use the vessel as a floating clubhouse and headquarters for the Society. The problems of mooring, insurance, and liability still remain to be solved before the vessel is put to work, however.

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## LISTS OF BARKENTINES AND SCHOONERS

On the opposite page there commences the first installment of a tabulation of barkentines that sailed under the United States flag, commencing with the five- and six-masters.

The CROWLEY mentioned at the bottom of the page was a rather obscure vessel, and we are not sure whether she was a schooner or a barkentine. Any clarification, particularly in the way of a photograph, will be welcomed.

On pages 118 and 119 we continue with brief histories of the four-masted schooners.



## SIX-MASTED BARKENTINES UNDER AMERICAN REGISTRY:

EVERETT G. GRIGGS 2577 1883 Belfast, Ireland Harland & Wolff (Iron)  
 (built as 4m.S.LORD WOLSELEY; dismasted 1902 as German 4m.Bk COLUMBIA; 1905  
 rerigged as 6m.Bkn EVERETT G. GRIGGS; 1910 rn E.R. STERLING; 1928 scrapped).  
 CITY OF SYDNEY 2903 1875 Chester, Pa. John Roach (Iron)  
 (built as steamer; converted to sail 1916; scrapped 1930).

## FIVE-MASTED BARKENTINES BUILT ON THE WEST COAST:

1919

LTKE	FOREST PRIDE	1600	Aberdeen, Wash.	Grays Harbor M/S Co.
LTVB	FOREST DREAM	1605	Aberdeen, Wash.	Grays Harbor M/S Co.
LVGK	FOREST FRIEND	1615	Aberdeen, Wash.	Grays Harbor M/S Co.
LVPR	ALICIA HAVISIDE	2265	Samoa, Calif.	Hammond Lumber Co
LWHV	PHYLLIS COMYN	2267	Rolph, Calif.	Rolph Shipbuilding Co.
LWHP	ANNE COMYN	2265	Rolph, Calif.	Rolph Shipbuilding Co.
LWQN	KATHERINE MACKALL	2262	Wilmington, Calif.	R.J. Chandler S.B.Co.

1920

LWHV	RUSSELL HAVISIDE	2264	Rolph, California	Rolph Shipbuilding Co.
LWTV	MONITOR	2247	Benicia, Calif.	Benicia S.B.Co.
(Completed at Oakland, California, by C. Nelson Co.)				
LWVF	KATE G. PEDERSON	2269	Columbia City, Ore.	Sommarstrom S.B.Co.

## FIVE-MASTED BARKENTINES BUILT ON THE GULF COAST:

1917

LGST CITY OF ORANGE 1632 Orange, Texas (Aux.) F.H. Swails  
 (Note: CITY OF HOUSTON, also built 1917, turns out to have been a four-master)

1918

LJPH	CITY OF GULFPORT	1844	Orange, Texas (Aux.)	International S.B.Co.
LKRS	CITY OF MOBILE	1975	Orange, Texas (Aux.)	International S.B.Co.
LKWM	CITY OF BEAUMONT	2014	Orange, Texas (Aux.)	International S.B.Co.
LMVN	CITY OF DALLAS	1977	Orange, Texas (Aux.)	International S.B.Co.
LNPJ	CITY OF AUSTIN	2231	Orange, Texas (Aux.)	International S.B.Co.
(Renamed SNIA AUSTIN, then MORTARA, then SMITH & TERRY No.4)				

1919

LPNT	CITY OF GALVESTON	2259	Orange, Texas (Aux.)	International S.B.Co.
LQGB	CITY OF ORLEANS	2347	Orange, Texas (Aux.)	International S.B.Co.
LQPB	CITY OF PASCAGOULA	2354	Pascagoula, Miss.(Aux.)	International S.B.Co.
LRNQ	CITY OF LAFAYETTE	2439	Orange, Texas (Aux.)	International S.B.Co.
LTQW	CITY OF WACO	2342	Orange, Texas (Aux.)	International S.B.Co.
(Renamed MODENA; then COLUMBIA)				

LTRV	CITY OF JACKSON	2422	Pascagoula, Miss.(Aux.)	International S.B.Co.
(Renamed MANTOVA)				

LTVK	MACERATA	2352	Orange, Texas.	International S.B.Co.
LTWC	CITY OF VICKSBURG	2422	Pascagoula, Miss...	International S.B.Co.
(Renamed MARSALA)				

LVHB	MONFALCONE	2418	Orange, Texas	International S.B.Co.
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1920

MBCG	CITY OF NATCHEZ	2462	Pascagoula, Miss.	International S.B.Co.
(Renamed MOLFETTA)				

Note: Most of the above were fitted with geared Winton diesels, but the later vessels seem to have had the auxiliary machinery omitted. The names "CITY OF BILOXI" and "CITY OF TACHOON" also appear among this group; they were probably intended for MONFALCONE and MACERATA.

As far as we know, there were no five-masted barkentines produced along the Atlantic Coast of the United States or Canada. There were two more on the West Coast:

CROWLEY (Iron) 1364 tons 1873 Chester, Pennsylvania John Roach & Son  
 (ex steamer CITY OF PANAMA; converted to barkentine about 1917)

MONTEREY (Iron) 1854 1878 Southampton, England Oswald, Mordaunt & Co.  
 (ex ship CYPROMENE; 1904 4m.sch.barge MONTEREY; 1919 made barkentine)



## THUMBNAIL HISTORIES OF EAST COAST FOUR-MASTED SCHOONERS (Contd. from p.94)

Subsequent to our commencing this listing in September 1949 LOG CHIPS, we have been enabled to make use of the files of the Bureau of Customs, Treasury Department. Our thanks are therefore extended to Mr. R.V. McIntyre, Chief of the Documentation Section and his staff, as well as to those previously mentioned.

The following corrections and additions to the material on page 94 have been developed:

ADDIE M. ANDERSON KHPG Lost in first half of 1899.  
 ADDISON E. BULLARD KTMB Registry abandoned early in 1925; then owned in Mobile.  
 ADELAIDE DAY LJFQ Ex ALICE M. KATKA. Lost on Hatteras 8 Nov. 1927.  
 ALICE E. CLARK KNCJ Lost in Penobscot Bay 1 July 1909.  
 ALICE L. PENDLETON KSCJ Ex STANLEY H. MINOR. 3 March 1906 ashore on Frying Pan Shoal.  
 1910 rn ALICE L. PENDLETON. 6 March 1917 lost off Gibraltar.  
 ALICE M. KATKA LJFQ Rn FRIENDSHIP; rn ADELAIDE DAY; 8 Nov. 1927 lost on Hatteras.  
 ALLA G. TURNER LMPH 1922 rn ESPERANZA; 13 Feb. 1923 wrecked 19-05 N, 69-05 W.  
 ANNA MURRAY KPFD 17 Feb. 1902 lost near Indian River Inlet, Delaware.  
 ANNIE KRHD 1917 rn ROSE E. MURPHY. 14 Apr. 1922 wrecked on Nicolas  
 Reef, off Bahia de Cadiz, Cuba.  
 ANTHONY D. NICHOLS KSWJ 28 Feb. 1928 burned off Monte del Canejo Light, Florida.

We now continue thumbnail histories of all four-masted schooners built on the Atlantic and Gulf coasts of the United States, plus the non-Canadian or Bahama built vessels listed on pages 57 and 58 of March 1949 LOG CHIPS:

B. S. TAYLOR LQMJ Ex W.H. WOODIN. March 1931 converted to barge; registry  
 abandoned at Portland, Me., Nov. 1934.  
 BAGDAD LPRN 27 Oct. 1921 left Key West for Arecibo, P.R.; missing; 8 crew.  
 BANDI Ex ELIZABETH BANDI LRMT. Now German bark SEUTE DEERN.  
 BARBARA LBGR Submarined 24 May 1917 in 34-20 N, 8-44 W.  
 BAYARD BARNES KJND Late 1917 sold French; rn MONTE CANI. In 1932 Lloyds Reg.  
 BENJAMIN A. VAN BRUNT KJQR 20 Sept. 1925 sunk by USS MILWAUKEE in 36-56 N, 74-46 W.  
 BENJAMIN F. POOLE KDMG Missing with 8 crew since 29 Jan. 1914, Wilmington NC-Balti-  
 more, Md.  
 BERTHA L. DOWNS KWMF 1918 sold foreign; rn ATLAS; broken up Kiel early 1948.  
 BERTIE & MAUD KDWQ Oct. 1901 conv. barge S.A. SOUDER. Reg. abandoned 1928.  
 BESSIE M. DUSTIN LKRD Ex MARGARET THROOP; rn Nov. 1925; reg. abandoned Feb. 1936.  
 BLANCHE C. PENDLETON KQJL Ex EDWARD T. STOTTSBURY. 17 Oct '10 ashore Knights Key, Fla.;  
 1 of crew lost. 1911 renamed; 9 Feb '19 wrecked near Colon, C.Z.  
 BLANCHE C. PENDLETON LFPD 21 Jan. 1922 sunk by ss I.C. WHITE off Bodies I., N.C.  
 BLANCHE H. KING KTFB 2 Dec. 1920 lost southeast of Bermuda.  
 BLUE PETER LHSB Lost by fire off Uruguay; wreck towed in 13 Dec. 1921.  
 BRADFORD E. JONES LRFG April 1931 transferred Portuguese reg.; broken up at Brava.  
 BRINA P. PENDLETON KSCN Early 1917 became Spanish MARIA TERESA. Lost 28 Oct. 1919  
 600 mi from Azores after collision with ss HICKMAN.  
 BRINA P. PENDLETON LPHB Aug. 1928 became barge. 16 April 1946 burned Boston Harbor.  
 BURKELAND LKSP June 1935 became Portuguese MILENA; still in 1947 Lloyds Reg.  
 C. B. CHURCH KCSG  
 C. C. MENGEL JR. LGFR 7 Jan. 1922 wrecked Morant Cays, West Indies.  
 C. P. DIXON JVDH 1903 conv. from bark; missing with 8 crew Sept. 1906.  
 C. S. GLIDDEN KMDC Wrecked January 1898.  
 C. S. GLIDDEN KNSC Sunk March 1903.  
 CALUMET KPTB 3 May 1918 put into Rio leaky; sold Brazilian 1919. Still  
 in 1930 Lloyds Register.  
 CALVIN B. ORCUTT KFDQ 24 Dec 1896 lost with 9 crew, Chatham, Cape Cod, Mass.  
 CAMILLA MAY PAGE KTSV 18 Nov. 1928 wrecked at Portsmouth, N.H. (Date may have been  
 earlier, but records disagree).  
 CARL F. ORESSY LFCQ 23 Aug. 1917 submarined in 45-52 N, 11-13 W, westbound.  
 CHARLE A. COOKSON KJLP Lost by fire, December 1891.



CARRIE A. LANE KDQW Ex three-master, rerigged Feb.1900. 15 March 1913 wrecked at Assinic, Ivory Coast, Africa.

CASSIE F. BRONSON KDLR 17 Sept.1906 ashore near Cape Fear, N.C. Renamed RHODE ISLAND, then GILBERT BROTHERS, then R.P.PENDLETON. 30 April 1915 foundered in 38-40 N, 38-16 W.

CATHERINE G. SCOTT LNCM Ex JERE G. SHAW. Rn.April 1926. 14 Oct.1930 lost off Hatteras with 3 of crew.

CATHERINE M. MONAHAN KTLD 24 Aug.1910 abandoned 14 mi.S of Cape Hatteras.

CECILIA COHEN LVMT Ashore in Florida Keys; put into Key West; ordered to proceed; foundered off Cape Henry, Va., August 1921

CECILIA M. DUNLAP LHCJ Ex bark PARKNOOK. 12 Sept.1931 foundered off Scotland Light while serving as barge.

CHARLES DAVENPORT KHCC 5 May 1922 foundered at Barbados, B.W.I.

CHARLES WHITTEMORE KVEN Went under British or Canadian flag early 1927.

CHARLES A. CAMPBELL KHDG 1917 rn MATOVAC; registry abandoned in 1926.

CHARLES A. DEAN LQBS 14 Dec.1926 ashore Frying Pan Shoals; drifted to Diamond Shl.

CHARLES D. LOVELAND LFTR Rn. ESTHER MELBOURNE. 10 Aug.1928 lost Miragoame Bay, Haiti.

CHARLES D. STANFORD LPCQ 10 March 1932 went down off Hatteras with crew of 8.

CHARLES E. BALCH JWCH

CHARLES E. DUNLAP KTLF Ex MYRTLE TUNNEL. 1907 rn FOREST CITY. 1 Jan'16 burned at San Juan, P.R.; rebuilt as CHARLES E. DUNLAP. 22 July 1919 wrecked at Far Rockaway Beach, N.Y.

\*CHARLES E. WILBUR KTJD Built by M.B. McDonald, Mystic, Conn., 1904. 636 tons. Left Darien, Ga., 3 Nov.1904 for New York and went missing.

CHARLES G. ENDICOTT KNDJ 9 Feb.1921 mined off Cabo Maysi, Cuba.

CHARLES H. MACDOWELL LJBK Registry abandoned April 1933; bones in Elizabeth R., Va.

CHARLES J. DUMAS KTMG 26 Dec.1911 wrecked on Pea I., near Nags Head, N.C.

CHARLES K. SCHULL KGJM 4 Feb.1917 abandoned off Tortugas Lt., Florida Keys.

CHAS. L. DAVENPORT KGVH Rn. ASBURY FOUNTAIN. Out of registry in 1914.

CHARLES M. PATTERSON KJWP Missing since 8 August 1899, Philadelphia to Savannah, 8 cr.

CHARLES M. STRUVEN LHDM 1929 became barge MAURICE R. SHAW JR. Nov.4'42 foundered 4 mi off Point Jupiter Light, Fla.

CHARLES P. NOTMAN KMCB 11 June 1900 sunk by ss COLORADO off Northeast End L/V, N.J.

CHARLES S. GANTHROP KNQT 1923 rn G.A. KOHLER; 23 Aug.1933 lost on Cape Hatteras, N.C.

CHARLES S. HIRSCH KQPH 29 Oct.1908 lost with 2 of crew, Paul Gamiels Hill, N.C.

CHARLOTTE A. MAXWELL LGSM 27 March 1923 wrecked off False Hook Shoal, Sandy Hook, N.J.

CHASKA LJCT 13 March 1919 lost in 20-30 S, 28-30 W.

CHAUNCEY E. BURK KJWT 6 Sept.1906 wrecked at Sandy Point, Abaco, Bahamas.

CITY OF GEORGETOWN KSDG 2 Feb.1913 sunk by Ger. ss PRINZ OSKAR off Delaware Capes.

CITY OF PENSACOLA LJDF 29 April 1918 submarined near Garrucha, Spain.

CLARA DAVIS KVCH 1918 became French MARTHA; broken up Torekov, Sweden, 1938.

CLARA GOODWIN KEBH

CLARA A. DONNELL KGRP 7 July 1922 lost on Davis Bank, Nantucket Shoal, Mass.

CLARA E. RANDALL KMCR Early 1919 sold foreign.

CLARENCE H. VENNER KGTV 19 July 1914 lost on Cape Sable, Nova Scotia.

CLIFFORD N. CARVER KQMB 2 April 1913 wrecked Tennessee Reef Light, Florida.

COHASSET KSGP 22 Jan.1907 burned at Canton, Md.; rebuilt as ANNA R. HEIDRITTER, LKKG, at Sharptown, Maryland, 1910.

COMMACK LKRW 20 Jan.1925 wrecked on Sandy Hook, N.J.

CONSTELLATION LPCN Ex SALLY PERSIS NOYES. Renamed 1934; yacht 1937; merchant vessel again 1943. Lost at Bermuda with liquor cargo, but still documented.

COPPERFIELD LSCN November 1932 lost in Back River Bay, Jamaica.

CORNELIA E. HAYS KRCS 16 Jan.1905 wrecked on Diamond Shoal, North Carolina.

CORNELIUS HARGRAVES KGNF 30 Oct.1890 lost with Span. ss VIZCAYA off Barnegat, N.J.

CORNELIUS H. CALLAGHAN LGPM Ex PERCY R. PYNE 2D. Renamed 1923. 10 Jan.1924 lost on St. Andrews Bar, Florida.

\*In addition to this one and the others previously reported (pp.16, 58, 64) two auxiliaries should be added to the basic list of four-masters: N.E. TURNER (p.63), and MARIE GILBERT, KVHM, 586 tons, built at Mystic, Conn., in 1906 by the Gilbert Transportation Co.

(to be continued)



## SAILING VESSELS LAUNCHED IN THE UNITED KINGDOM, 1895

(Arranged by builders)

Name	Rig	Gross	First owners	Dead-weight
Later names		Year	Later owners	
FAVELL	Bark	1363	C. Hill & Sons, Bristol Builders	
IRANIAN			R. Williamson & Son, Workington 4m. Bark 2958 Builders	4650
WILLY RICKMERS			Ritson & Co., Maryport 4m. Bark 2095 Rickmers R.R.S.A/G, Bremerhaven	3500
DALBLAIR	Bark	1630	Ailsa Shipbuilding Co., Troon John M. Campbell & Co., Glasgow	2700
EAST AFRICAN	Bark	1730	Robert Duncan & Co. Lim., Port Glasgow Lang & Fulton, Greenock	
RISØR		1911	A.T. Simonsen, Oslo	
SKOMEDAL		1915	A/S Christiansand (S.O. Stray), Christiansand	
ADA (hulk)		1918	Rio de Janeiro	
GLENELVAN	Ship	1918	A. Rodger & Co., Port Glasgow Glen Shipping Co., Glasgow	3300
GLUCKSTADT			Eug. Cellier, Hamburg	
GLENFINART	Ship	1963	Glen Shipping Co., Glasgow	3300
CRAIGMORE	Ship	2000	Thomson, Dickie & Co., Glasgow	3300
MARIE			H.H. Schmidt, Hamburg	
GLENGOWAN	Ship	1967	Glen Shipping Co., Glasgow	3300
KYNANCE	Ship	1964	C. Gordon, Cowan & Co., Greenock	3300
PORT LOGAN	Ship	1984	Russell & Co., Port Glasgow Crawford & Rowat, Glasgow	----
MIMI		1914	H.H. Schmidt, Hamburg	
BERTHA			H.H. Schmidt, Hamburg	
CAMBUSDOON	Bark	1654	Robert Russell & Co., Glasgow	----
CLYDESDALE	Bark	1641	J. & A. Roxburgh, Glasgow	2780
NITHSDALE	Bark	1638	J. & A. Roxburgh, Glasgow (Compl. 1896)	2780
WOODBURN	Bark	1552	R. Shankland, Greenock	2600
INVERLOCHY	Bark	1471	George Milne, Aberdeen	2400
INVERMAY	Bark	1471	George Milne, Aberdeen	2400
INVERNEILL	Bark	1469	George Milne, Aberdeen	2400
GARTHNEILL		1919	Marine Nav. Co. Lim., Montreal	
CLOCH	Bark	1459	William Walker & Co., Greenock	2400
FIDO			A/S Fido (Mathias Hansen), Oslo	
RENFIELD	4m. Bktn	1112	J.A. Russell, Glasgow	1800
TITANIA	4m. Bktn	1107	Capt. James Fairlie, Glasgow	1880
MONKBARNE	Ship	1911	Archibald McMillan & Son Lim., Dockyard, Dumbarton David Corsar & Sons, Liverpool	
CELTIC BARD	Ship	1939	Mackie & Thomson, Govan, Glasgow R. Hughes Jones & Co., Liverpool	
SOLWA	Bark	1720	Barclay Curie & Co. Lim., Whiteinch, Glasgow J. & J. Rae & Co., Liverpool	2800



## UNITED KINGDOM LAUNCHINGS, 1896, continued

John Reid & Co.Lim., Whiteinch, Glasgow  
 INDIAN EMPIRE Bark 1738 George Duncan, London 3000

Workman, Clark & Co.Lim., Belfast  
 LORD DUFFERIN 4m.Bark 2250 J. Herron, Liverpool

## UNITED KINGDOM SHIPBUILDING IN 1896

The profound depression that affected the building of sailing ships in the late nineties was now well under way. The largest vessel was the 2715-ton LADY WENTWORTH, with no close rivals. Three 1900-tonners, of the size familiar in the preceding two years as full-rigged ships, were rigged as barks.

One of the latter, WILLSCOTT, was bought by John Rosenfeld's Sons of San

Francisco after being dismantled in 1898 and put under Hawaiian registry. She became American in 1900, and was finally sold to Japanese scrappers in 1929, making a long passage across from San Marcos Island, Mexico, to Yokohama.

HONOLULU, which was actually owned in San Francisco, also became American in 1900. A baldheaded four-master with a lumber capacity of 1,250,000 feet, she was lost with all hands in 1905 while bound from Shanghai to Port Townsend.

## UNITED KINGDOM LAUNCHINGS, 1897

CARMANIAN	R. Williamson & Son, Workington	Ship 1867 Builders	2850
ACAMAS	Ritson & Co., Maryport	Ship 1860 Builders	
GEZINA	Th. Brøvig, Farsund, Norway		
NIVELLE	Scott & Co., Cartsdyke, Greenock	4m.Bark 2430 J.Hardie & Co., Glasgow	3800
HOUGOMONT		4m.Bark 2428 J.Hardie & Co., Glasgow	4000
DECCAN	R.Duncan, Port Glasgow	Ship 1985 British & Eastern Shipping Co.	3300
WYNFORD	W. Hamilton & Co., Port Glasgow	Bark 1983 Hickie, Borman & Co., London	3400
STOREGRUND		S.O.Stray, Christiansand	
HAYTOR		Bark 1939 John Holman & Sons, London	3450
EARNMOUNT			
DOLBADARN CASTLE		1901 D.C.Shipp.Co.Lim.(R.Thomas & Co.), Liverpool	
DOLPHIN SHELL (aux)		1917 Anglo Saxon Petroleum Co., London	
GLASPARK	A.Rodger & Co., Port Glasgow	Ship 1959 Glen Shipping Co.(Sterling & Co.), Port Glasgow	
WATKINS		Bark 1616 Robert Ferguson & Co., Dundee	2800
OAKBURN	Russell & Co., Port Glasgow	Bark 1637 Robert Shankland & Co., Greenock	2800
HILLSIDE	Grangemouth Dockyard Co., Grangemouth	Bktn 525 W.L.Lovett, Yarmouth, N.S.	750

## UNITED KINGDOM SHIPBUILDING IN 1897

The most conspicuous feature of the 1896 launching lists is that Russell & Co.

are represented with only one ship. With only 11 hulls put afloat, the day of the sailing ship appears past.



## UNITED KINGDOM LAUNCHINGS, 1895, continued

Cumming &amp; Ellis, Inverkeithing

VIGILANT	Bktn	387	Paulsen & Ivers, Kiel, Germany	600
SPECULANT	Bktn	387	Paulsen & Ivers, Kiel	600

## SHIPBUILDING IN 1895

The trends observed in 1894 continued in 1895: England was practically out of the picture and Ireland entirely; the four-masted bark was in disfavor compared with the full-rigged ship of 1900 to 2000 gross tons; and Russell was the leading builder again. The largest vessel was IRANIAN, 2958 gross tons. No 1895 ships were owned in America.

## SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1896

Ritson &amp; Co., Maryport

MIDAS	Bark	1502	Builders
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Scott &amp; Co., Cartsidyke, Greenock

LADY WENTWORTH	4m.Bark	2715	Adam, Hamilton & Co., Greenock	4200
WOGLINDE			H. Fölsch & Co., Hamburg	

Robert Duncan &amp; Co.Lim., Port Glasgow

HONOLULU	4m.Sch	1080	John Ena, Honolulu
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William Hamilton &amp; Co., Port Glasgow

MUSSELCRAG	Bark	1935	D.W.Corsar & Sons, Liverpool	3400
FALKIRK	Bark	1986	Potter Brothers, London	3400
WILLSCOTT	Bark	1981	Hickie & Borman, London	3400
STAR OF ICELAND		1908	Alaska Packers Association, San Francisco	
STAR OF ICELAND MARU		1929	Amaku Gomei Kaisha, Japan	

A. Rodger &amp; Co., Port Glasgow

PENDEEN	Ship	1964	C.Gordon Cowan & Co., Greenock	3300
OSTARA			Rhederi A/G von 1896, Hamburg	
GLENHOLM	Ship	1968	Glen Shipping Co.(Sterling & Co.), Glasgow	3300
LINDLEY	Bark	1615	Lindley Shipping Co.	2800
ANNA			H.H.Schmidt, Hamburg	
JANNA			A/S Janna (D.Steen), Oslo	
GLENLEA	Bark	1613	Glen Shipping Co.(Sterling & Co.), Glasgow	2800
ISLAMOUNT			Flint Castle Shipp.Co.(R.Thomas & Co.), L'pool.	

Russell &amp; Co., Port Glasgow

THORNHURST	Ship	2105	A.Weir, Glasgow	3300
AUSTRALIAN	Ship	2103	Australian Shipp.Co.(Lang & Fulton), Greenock	
(Completed 1897)				
FAIRPORT	Ship	1996	D.W.Corsar & Sons, Liverpool	3300
SPANGEREID			1915 S.O.Stray & Co., Christiansand	
DUNS LAW	Bark	1636	Thomas Law, Glasgow	2750
SOUND OF JURA	4m.Bktn	1109	Charles A. Walker & Co., Glasgow	1800
WESTFIELD	4m.Bktn	1108	James Nicoll & Co., Dundee	1800
FELICINA			M. Vannucci, Viareggio	

Archibald McMillan &amp; Son Lim., Dumbarton

PERSEVERANCE	Ship	1900	A. Weir, Glasgow
CONWAY	Ship	1899	R.N.Smith & Co., Liverpool
WALKURE			H.Fölsch, Hamburg

Mackie &amp; Thomson, Glasgow

ANNIE THOMAS	Ship	1936	William Thomas & Co., Liverpool
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